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BIRTH.

On the 20th October, at "Doves' Nest," Kueiching, the wife of Jos. P. REUTENS, Government Accountant, of a daughter.

MARRIAGE.

On the 2nd November, at the Presbyterian Church, Penang, by the Rev. J. S. McKnight, M.A., Graceanna Myra, twin daughter of George T. Myra, Gas Manager, late of Brody Ferry, to James Cook, Marine Engineer, eldest son of the late Capt. Thomas Cook, of Taysport, Fifeshire.

The Daily Press.

HONGKONG OFFICE: 14, DES VUEX ROAD, C.
HONGKONG: 181, FLEET STREET, E.C.

HONGKONG, 14th November, 1901.

Our readers have been aware for some time now that the French Government has had in contemplation the establishment of a naval and military sanitarium at Macao, and that with this object in view negotiations were entered into for the acquisition of the well-known Boa Vista Hotel in that Colony. We were enabled recently to state that the arrangements for the transfer of the Hotel property were all but completed. It turns out now that the last step in the negotiations is not to be taken after all. Exercising the prerogative which the local Government enjoys by statutory powers, H. E. Senhor Horta e Costa, Governor of Macao, with the advice of his Council, has determined that it is in the interests of the Colony that the Boa Vista Hotel should be expropriated, and the arrangements for the transfer accordingly fall through. Our Portuguese contemporary *O Porvir* in its last number but one foreshadowed this result, but it is from information received by us yesterday that we are able to be the first to announce definitely the determination of the Macao authorities. That the Portuguese community will hail the news with satisfaction we entertain no doubt. The action of H.E. the Governor of Macao is not without a precedent. Whatever reasons may be urged by French colonial expansionists against his decision, the story of the cancelled purchase of the celebrated "Camoes Grotto" may be pointed to as a previous

case of such interference by the Government of Macao. When the sale of that celebrated spot to the Missions Etrangères was on the point of completion, the Portuguese authorities stepped in, yielding to the pressure of public opinion, and saved from passing into the hands of a foreign, though religious, corporation a place so bound up with the life of the great Portuguese epic poet. There are, of course, no sentimental reasons connected with the Hotel property now in question, but the official intervention of Senhor Horta e Costa will nevertheless commend itself. As we have said before, apart from its significance with regard to French activity in Southern China, the political aspects of the transfer to France of the Hotel need not have troubled Hongkong. We imagine, however, that a feeling of relief will be experienced alike in official and unofficial circles here that M. Doumer's scheme has proved abortive.

The only case of communicable disease reported in the Colony last week was one of enteric fever, the sufferer being a Japanese.

Le Courrier d'Haiphong, quoting from some Parisian organ for disseminating anti-British efforts of mendacity, speaks of the destruction of Boer farms and houses as "vandalism." We always understood that this term referred to destruction of works of art, and we have yet to learn of any art enjoying Boer patronage, unless it be the art of which Dr. Leyds is so great an exponent.

The Japanese Government disbursements entailed by the North China affairs during the past fiscal year amounted to 22,815,910 yen, of which 20,000,000 yen are stated to have been defrayed from the naval construction fund, which has been transferred to the accounts of the extraordinary revenue. Therefore, the payment actually made from the ordinary annual income amounts to 2,815,910 yen.

The reorganisation of the Taiwan (Formosa) Government has been approved by the Japanese Emperor, and an official notice to this effect will be promulgated shortly. The existing three prefectural government offices are to be abolished and the whole of Formosa will be governed by the Governor-General's Office. The police administration is to be conducted by the Inspector-General of Police, who is to be appointed by the Governor-General. The reform is based upon the policy of Central administration.

On Saturday morning last the British troops, the Navy, and the Volunteers assembled at H.B.M.'s Consulate, Shanghai, and fired a *feu de joie* in honour of the birthday anniversary of H.M. King Edward VII.; but owing to a telegram having been received from the British headquarters at Tientsin, the display was confined to the salute. The firemen proposed having a touchlight procession on Saturday night, but the idea had to be abandoned, owing partly to the telegram above referred to and to shortage of time to make arrangements.

In connection with the recent Hongkong and Shanghai Bank robbery at Singapore, news comes from Penang that a Kling from Singapore, named Vaitilingam, is now staying there on his way to India, having earned the reward of \$10,000 offered by the Bank for giving the first information which led to the discovery of some of the men implicated in the robbery. Vaitilingam used to keep a small native dispensary in Manila Street, Singapore. According to the *Penang Gazette*, he has invested \$4,000 in some property in Penang, and is taking the balance with him to use similarly in India.

An important Notice to Mariners has been issued by the Russian naval authorities at Port Arthur, which indicates the discovery of a dangerous reef in the approaches to Pitauwo, Kwangtung Peninsula, China Sea. From Cape Terminal the rock bears N. 57 deg. E. true, distant 2 miles, and is in latitude 39 deg. 10 min. 28 sec. north and longitude 122 deg. 10 min. 58 sec. east; it lies on the continuation of a line joining Cape Terminal and Triple Island. The rock is about 12 feet in diameter, and so steep that at a distance of from 30 to 40 feet from it there is a depth of over 5 fathoms, which rapidly increases to 8 and 9 fathoms.

Mr. Dupuy, head of the Laboratory of Public Works at Hanoi, had been officially commissioned to inspect certain asbestos deposits which had been reported to exist at Cao-Bang. Although the search has been only superficial, it is stated that the results are very promising. The report states that it was not possible to ascertain exactly the commercial value of the asbestos or the quality all throughout, as without explosives the minerals could not be loosened sufficiently. The report adds that there is no doubt that a more thorough study of the region would lead to more satisfactory results. The geological service of Indo-China has been instructed to take the matter up thoroughly.

Two Frenchmen were arrested in Singapore on the 1st inst. under peculiar circumstances. They were military convicts, being taken home from China to France on the transport *Cacher*. They had been sentenced to ten years for pillaging in gang near Tientsin. They had captured a horse when arrested. When they arrived at Singapore they determined to make a break for freedom, and accordingly they managed to squeeze through a port-hole, but were apprehended when swimming away. The French officers desired to re-arrest the men at once; but Singapore being a British port, and the men being picked up by British police, the French had no power to do so. It devolved upon Count d'Abbeville, the French Consul, to apply for extradition in the usual way, and also to find clothes for his shivering and naked captives. The men were remanded pending the arrival from China of the necessary papers.

The Singapore A.D.C. has been performing *Charley's Aunt*.

M. Gobert, President of the Tonkin Chamber of Agriculture, is dead.

The French province of Ban-Mouang in the Lower Laos is in future to be known as Bassac.

The 25 Co. R.A., which has just gone from Hongkong to Singapore, was badly beaten at football on the 5th inst. by the Singapore Club, who scored 5 goals to nil. The Artillery-men were said, however, to be out of practice.

The Singapore Municipal Loan of \$1,000,000 at 5 per cent. has been over-subscribed by about 44 per cent., and allotments have been made of the full loan at rates varying from 1 1/2 per cent. to 4 1/2 per cent. premium.

Japan has for some time been seeking to obtain from Corea a special settlement at Chappaek near Masampo. The Korean Government made the desired concession officially on the 29th of October. The area granted covers nine hundred thousand *leaks* (750 acres), and is the land recently surveyed and pegged out by a Russian man-of-war. Any parts owned by Korean subjects are to be purchased within a year. Japan is to have the policing of the new settlement.

A Berlin telegram of the 6th inst. to the *Ostasiatische Lloyd* says:—"The British Press is making advances in an extraordinary way to Russia. The papers are hinting that if Russia would comply with the wishes of Great Britain, England would not object to Russia taking Manchuria, and Japan Korea. In this case Great Britain would demand as a compensation the acknowledgment of her claims in the Yangtze Valley. The British propositions are very adversely criticised by the Russian and German Press, who both are giving expression to the views held by the official circles of their respective countries." Strange that we have heard so little of these "advances."

The possibilities of the Great Lake, which is partly Siamese and partly Cambodian, is the subject of an official report by the Resident of Phnompenh. It is estimated that 250,000 piculs of fish are taken from the lake every year, and a large proportion of that total is exported to Singapore and Hongkong. The fishermen complain that the number of fish is diminishing, but fifty years ago the total catch was only from 30,000 to 40,000 piculs a year. The number of people engaged in fishing has of course increased very largely, but there seems to be nothing to bear out the fishermen's contention that the supply is decreasing. About a tenth of the catch comes from the Siamese waters. A certain quantity of oil is extracted from the fish at present, but the Resident of Phnompenh is of opinion that there is an excellent opening for the establishment of a large industry in the extraction of oil. If modern methods are adopted, and sufficient capital is invested, he thinks there would be a very large return.

The British North Borneo *Herald* states that the approval of Sir Frank Swettenham has been given to the arrangement made by the Governor of British North Borneo with the Sultan of Brunai for the acquisition of territory between the watershed of the Trusan. The tract of country situated between Brunai and R. N. Borneo and known as "independent territory" has for long been a nightmare to the Government of North Borneo, whose criminals could harbour safely there. So long as they chose to remain in this independent territory the Government was powerless to touch them. For this reason alone a very clear case existed for arguing the necessity of taking over the territory, but another very important justification of that course lay in the smuggling of arms, which in the absence of law and order was not only permissible but was encouraged to a very large extent. The Sultan will be allowed by the R. N. B. Company a yearly amount ascession money. As far as the negotiations have yet proceeded, the districts of Mengalong and Marantapan, Pannang, and certain smaller rivers have now passed into the Company's hands, and the Government is in treaty for other country, but it is doubtful whether the Pangeran of Lawas will surrender his sovereign rights, the condition alone under which the Company can occupy or collect revenue from that river.

For some time after 1893, says the *Bangkok Times*, much indignation was expressed against the French for insisting that a 25 kilometre zone on the right bank of the Mekong must be maintained as a no-man's land. The right bank remained Siamese territory, of course, but Siem was prohibited from having any armed force, regular or irregular, there, as also from constructing any fortified post or military establishment within that zone. It was argued that this would make the zone a haunt of dacoits and other bad characters, who would be beyond control, and who would cause further trouble between the two Administrations. There may be a certain amount of truth in that, but we fancy that the strongest objection to the Article is that it is needlessly irritating, and serves no good purpose. The French certainly do not seem to gain much benefit from the arrangement, for it is somewhat amusing to find that the very person who from the safety of that zone is supplying their own revolted tribes with arms and ammunition is a Frenchman. He was formerly in the employment of the Messageries-Flaviennes, on the Mekong, and he is now settled down in the Siamese Bassee, doing a good business. The rifle he sells in the *Saint-Etienne* (a transformed *Gras*). The *Saigon Opinion* says: "Unhappily as he has settled in the neutral zone the authorities are unable to exercise any control over him. He knows it, and enjoys the situation."

TELEGRAMS.

"DAILY PRESS" SERVICE.

[FROM OUR CORRESPONDENTS.]

THE WAR IN SOUTH AFRICA.

LONDON, 12th November, 1.50 p.m.

KRUGER'S NEW TERMS.

Dr. Leyds is in Berlin. Mr. Kruger's alleged terms for Great Britain's acceptance are:—Home Rule for the Boers, guaranteed by France and Russia, under the Africaner Flag, and a cession of the Rand to Britain as the Boer indemnity.

CORRECTION.

LONDON, 12th November, 10.15 a.m.

FRANCE AND TURKEY.

It is stated by the *Aurore* (Paris) that the French squadron left Mitylene owing to Russia's objection to the claim of France to defend the Armenians.

REUTER'S SERVICE.

LONDON, 11th November.

THE NEWSPAPERS AND LORD SALISBURY.

The newspapers generally are disappointed with Lord Salisbury's speech, which contained no indication of the display of greater vigour in hastening the end of the war in South Africa, thus leaving still unremoved the feeling that the Government now does not realise the nature of the task.

LONDON, 10th November.

THE GUNNERY ACCIDENT ON THE "ROYAL SOVEREIGN."

The gunnery accident on the *Royal Sovereign* occurred with one of the six-inch guns. It is believed that a smouldering remnant from a previous misfire ignited a cartridge, as the explosion occurred before the breech was closed. Captain Humphry W. Sparway, R.M.A., and five men were killed, and nineteen men wounded, including Commander Sir Robert R. Arbuthnot, Bart.

CORRESPONDENCE.

[We do not hold ourselves responsible for the opinions expressed by our correspondents.]

THE WATER SUPPLY.

TO THE EDITOR OF THE "DAILY PRESS."

13th November.

SIR,—A notice from the Water Authority appeared in the papers a few days ago stating that the water supply south of Robinson Road would be limited to two hours only, viz. from 6 to 8 a.m.

As a matter of fact the residents of Bellicote Terrace, with only a few exceptions, have not had a drop of water since Monday morning, much to their annoyance and discomfort. Bathing is out of the question, but when water for drinking and cooking is not obtainable it becomes a serious matter. Undoubtedly there must be some mismanagement on the part of the Water Authorities in this important matter of water-supply, which should be rectified at once. In some parts you get a full supply of water for two or three hours and in other parts you get not a drop. Of course it is necessary to curtail the supply if there is a scarcity of water, but to be entirely deprived of it is not only unjust but a discredit to those whose business it is to regulate the supply of this indispensable commodity.

Trusting the publication of this letter will ameliorate matters, and thanking you for the insertion of the same in your next issue—Yours, etc.,

A SUFFERER.

SAILORES AND RICKSHA-COOLIES.

TO THE EDITOR OF THE "DAILY PRESS."

13th November.

SIR,—I was particularly struck to-day by a letter which appeared in your paper, written by Mr. Bone, the Wesleyan chaplain, in which he alleges that "Jack ashore" is systematically "floored" by the ricksha-coolies. Now, we all know that our ricksha-coolies of Hongkong are not a lovable object, as the numerous letters and complaints in the Press testify, but I should like to add my experience to that of others and would venture to say a word in favour of that much abused individual.

I may say I have repeatedly seen bluejackets, drunk and sober, who, after being trundled around in a ricksha for the greater part of an afternoon, get out and walk away, totally ignoring the coolie and his demands for payment. Such treatment of coolies is to be deprecated by men who call themselves "white." And let me tell Mr. Bone for his information that this "robbing" of coolies is carried on far more than the "flooding" of bluejackets.

If the people sometimes tries to make a good thing out of a maudlin bluejacket he is only paying back old scores. Jack ashore, as we know him, is not a "shining light" any more than that much abused person the ricksha-coolie. Enclosing my card—Yours, etc.,

ONE WHO KNOWS.

OPENING OF THE QUEEN'S HOTEL.

A large company assembled to dinner yesterday evening, on the invitation of Mr. H. Buttonjee, to celebrate the opening of the new Queen's Hotel, Kowloon. Situated within easy walking distance of the ferry, the hotel is a handsome, four-storied building with an imposing, ornamental frontage looking over an expanse of varied scenery. At the immediate right of the entrance, on the ground floor, is the dining-room—a large, airy apartment with a delightfully cool mosaic-tiled floor, and coloured-glass windows through which the softened light makes fantastic patterns within. The dining-room, which is very tastefully furnished, is capable of seating about a hundred guests. On the opposite side of the hall are the bar and billiard-room, separated by a luxurious curtain hanging from ceiling to floor. The structural features here are similar to those in the dining-room—tiled floor, coloured windows, and bright-looking walls, upon which hang numerous pictures. Everything in the billiard-room, of course, is new, and the billiard table looks so inviting and smooth as to make even the most unskilful feel that cannons on such a beautiful surface with such cues, would be the simplest matter in the world—easy as rolling off the proverbial log. The table has been supplied by Thurston & Company, Ltd., of London, to whom Mr. Buttonjee has cabled instructions to send out another table. The cost of both will amount to a little over \$2,500. A corner of the billiard-room is to be set apart for a table upon which will be found all the latest European and American papers. Off the billiard-room, to the back, is the lavatory—a model of cleanliness and flushed by an automatic sliding tank. Upstairs, on the first floor, is the drawing-room for guests, at whose disposal a piano is to be placed.

This apartment is furnished in the Chesterfield style, with a handsome, diamond-square Brussels carpet covering the floor. Like all the other rooms in the hotel, it is fitted with an electric bell—two, as a matter of fact—and has incandescent gas-burners. Whilst on the matter of lighting, it is worthy of note that the large lamp over the entrance to the hotel sheds a sixty-candle power incandescent light. There are twelve rooms on each of the first, second, and third floors, making thirty-six rooms in all, and each room has cost between three and four hundred dollars to fit up and furnish. The kitchen, which cost \$1,000 to construct, has a large American range where food for 150 people can be cooked. At one end is a great boiler capable of heating in a few minutes its four hundred gallons of water for the supply of the bath-rooms, one of which is attached to each room; all the bath-rooms are supplied with Shanghai baths.

A large room is reserved on the second floor for the accommodation of private dinner and wedding parties, and for the holding of meetings, dances, etc. The view from the second and third floors is splendid, but nothing in comparison to that from the terrace on the roof of the hotel, whence on every side a beautiful panorama is spread. That Mr. Buttonjee has spared neither trouble nor money on his hotel is shown by the fact that he personally superintended its building and has spent upon it nearly \$120,000, \$30,000 of which has gone in the purchase of a large piece of ground at the back, to be converted later into a garden and tennis-court. Everything in the hotel is up to date. There are three cooks—an Indian, a Parsee, and a Chinese—besides their assistants; most of the wine has been imported from home; and Mr. Buttonjee and his capable manager, Mr. F. Bishop, a former purser on the Pacific boats, have contracted for the supply of fresh American and Australian provisions by almost every steamer. The opening dinner last night was a most successful affair. The *fit* on the Oriskany Ground did not prevent a large number of guests from assembling to wish Mr. Buttonjee every success in his new enterprise and to partake of the most excellent fare provided by him to welcome them. After dinner a number of speeches were made, and the toast of Mr. Buttonjee himself and the new hotel were drunk with great enthusiasm. The Queen's Hotel started with every promise of a most prosperous career.

VLADIVOSTOCK.

[FROM OUR CORRESPONDENT.]

Vladivostock, 31st October.
M. ROMANOFF'S VISIT.
This morning's edition of the *Vostoksky Vestnik* states that the Deputy Minister of Finance leaves to-day for Japan, going from here by the Chinese Eastern Railway's *ss. Nani*. He will first stop at Nagasaki, whence, after spending one day, he proceeds to Kobe and Yokohama. His stay in Japan will last eight days, after which he will sail by the same steamer for Shanghai, where he expects to remain a few days. The purpose of his visit to Shanghai is to arrange the location for a Russian settlement, and also to examine the possibility of establishing regular voyages of the Chinese Eastern Railway's steamers to ports in China, and to arrange for constant cargoes for the same. From Shanghai, M. Romanoff will go to Port Arthur and Dalny, abandoning his previous intention of visiting Corea.

The journey of the Minister to Port Arthur and Dalny will not exceed one week, during which time he expects to be able to acquaint himself with the needs of the latter place in the way of commercial, harbour, and other improvements. From Port Arthur he will proceed to Khabarovsk, going by the Chinese Eastern Railway, and will remain there over two weeks, inspecting the railway and examining accounts. This accomplished, he will leave direct for St. Petersburg, where he expects to arrive about the end of December.

Mr. Alenkov, who is the agent of the Russian Department of Finance in Japan, will accompany the Minister to all of the above places, being well posted as to Russian trade on the Japanese and Chinese coasts.

THE INTERPORT CRICKET WEEK.

HONGKONG DEFEATS THE STRAITS.

Play was resumed yesterday in the Interport Cricket Matches, Hongkong continuing their unfinished game with the Straits, which on the previous evening had been brought to a premature close owing to the rain. There had been an additional fall during the night; the morning broke dull and threatening and rather chilly. At ten o'clock there was a break in the clouds, and the weather showed signs of being about to settle down hot and muggy. The pitch had not been so much affected by the rain as was expected, but was tricky and uncertain. When stumps were drawn on the previous night the Hongkong score was 254 for 7 wickets, Arthur and Donhill being in company for 51 and 42 respectively. The bowling was opened at 10.15 by Mackenzie against Arthur, who put the fourth ball of the over to point for 2 and drew the last round to square leg for 1. Sharp took up the bowling at the other end. The wicket was breaking up slightly and the bowler had to be pretty freely resorted to. Only a bye was registered off Sharp's first over. On the bowling changing ends Arthur drove Mackenzie to leg for 4 and 2 and also scored a single off the last ball. He was playing with the same command of the bowling that had distinguished his game on the previous afternoon. Off Sharp's next over he secured two magnificent leg drives, one a boundary. Donhill now faced Mackenzie, and off the first ball was very softly caught at point by Barkshire. Score, 271-8-40. Freely joined Arthur and made no less than 8 runs off Mackenzie's first over, viz., a square leg boundary and a couple of 2s. When the next change of ends came Sharp obviously gave Arthur some trouble, but the batsman secured one fine drive, missed by Whitley at long-on. Freely was playing a pretty game, his placing to square leg being especially fine. Off Sharp's end he had a lucky mick for 4 and a drive to leg for the same figure, but this bowler brought about his dismissal for leg before in the same over. He was a very nicely compiled 16. The telegraph-board now indicated 292 runs for 9 wickets. Cox filled the vacancy. Only 4 more had been registered when the wicket fell. Cox off Sharp had a point which was smartly picked up by Arthur at cover-point and returned to Voiles wicket. Arthur had hesitated in taking the run, but attempted it with the result that he was run out a yard from home. In his score of 72 Arthur had no less than 13 boundaries. All out by 2.35. This meant that the Straits required 235 to win, and Hongkong were confident of preventing that. The last wicket had fallen at 10 minutes to 11 o'clock.

Shortly after 11, the Straits went again to the wicket, Carter and Voiles facing the bowling of Bird and Franklin. Bird opened from the Bank and against Voiles and put his second ball to point for 1. Franklin in the ensuing over sent down some short-pitched balls, off which both bats had a single. Off Bird, Carter had a nice cut to point for 4. Several singles were put on from each end in the succeeding two or three overs. The fielding was very smart, Clifton Browne and Cox both showing to advantage. Carter broke up the spell of low scoring by driving Bird to off for 4 and getting a leg mick off Franklin to the boundary, but on the whole the batsmen were experiencing great difficulty in getting through the field. Fifteen minutes of the innings had now gone and the score stood at 20. The wicket was beginning to look a bit ragged. Carter had a very nice cut into the slips for 2 and Voiles by pretty placing to leg stole a single off Bird. Franklin's slow break balls looked dangerous, yet three in one over he was drawn round to square leg for singles, Carter being responsible for two of these. This bat also had off a full pitched ball from the same bowler a strongly hit boundary to square leg and a nice cut to point off Bird for 4 in the next over. With the innings half an hour old, the score stood at 40. Gritzke now relieved Franklin of the bowling at the lower end, opening against Carter, who off the second last ball of the over had a straight drive for 16. Off Bird's succeeding over, Carter scored another on drive for a single, and ends were again changed without the score being increased. But the first ball from Gritzke brought about his downfall: he was caught very cleverly at point by Clifton Browne. Sharp, who followed him, got away a single drive off Gritzke's second ball, but this proved to be his only score for on facing the other end he was caught nearly at mid-wicket by Bird off the latter's second ball. Score, at 3.1. Voiles was now joined by Mackenzie, who began well by drawing Bird round to square leg for two, but off the next ball he was caught by Hancock in the slips. This was a splendid catch. Hancock falling and rolling over in taking the ball. His feat was heartily applauded. The score was now 47-3-3 with only 45 minutes gone. Green who came next to the wicket micked Bird into the slips for 1 and cut him to point also for a single. On changing ends, he had a fine drive to off for 2, the boundary being saved by smartness on the part of Sercombe Smith. Voiles had so far made a plucky stand, not scoring rapidly but playing consistently and with accuracy of placing. He had been beaten by several balls from Bird's end, but he had before his partnership with Green was many minutes old he was clean bowled with a swift ball from that bowler. Score, 52-4-16, and an hour gone. Green did not long survive Voiles at wicket. He was joined by Barkshire, who after a few balls got away a short drive off. Cox missed it and the batsman remained. Cox, however, made a marvellous recovery and threw Voiles to the top and knocking over the wicket. It was a matter of doubt among the spectators whether Green had reached his ground before the wicket fell, the umpire gave him out. Green retired with

BANKS

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On fixed deposits for 12 months 5 per cent per annum.

TARO HODSUMI,
Manager.

Hong Kong, 2nd October, 1907.

INDIA LIMITED.

AUTHORIZED CAPITAL	£1,500,000
SUBSCRIBED	£1,125,000
PAY-UP	£2,582,500
RESERVE FUND	£2,400,000

BANKERS:

LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Accounts at the rate of 2 1/2 per annum on the Daily balance. On Fixed Deposits

For 12 months 2
 " 6 months 3 1/2
 " 3 months 2 1/2
J. THURBURN
 Manager, Hongkong
 Hongkong, 1st April 1901.

PORTLAND CEMENT
J. B. WHITE & CO.
 SOLE AGENTS FOR CHINA

Hongkong, 10th September, 1901. [23]
S **IEB** **ING**
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 No. 10, D'AGUIAR STREET.
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 Consultation Free.
 Hongkong, 23rd September, 1901. [240]

INTIMATION
NOTICE.

The ANNUAL SESSION of HIS MAJESTY'S JUSTICES of the PEACE will be held in the JUSTICES' Room, at the MAGISTRACY, on FRIDAY, the 15th day of November, A.D. 1901, at 2.30 P.M., for the purpose of considering the undermentioned applications for Publican's and Adjunct Licences for the year 1901-1902:—

No.	Name of Applicant.	Whether before-licensed.	Description of Licence.	Sign of House.	Situation of House.	Previous History in each Case.	Remarks.
1	Joseph Gomes	Yes.	Publican's Licence	The International Hotel	Nos. 319 & 320, Queen's Road Central	Has held a licence for about 33 years.	
2	Isidor Silberman	"	"	The Globe Hotel	" " " " " "	" " for " 8 years.	
3	Isaac Samuel Greenstein	"	"	The Central Hotel	" " " " " "	" " for " 24 years.	
4	Adolf Freiman	"	"	The Land We Live in Hotel	" " " " " "	" " for " 5 months.	
5	Mrs. Annetta Papir	"	"	The Colonial Hotel	" " " " " "	" " for " 5 months.	
6	Heinrich Varrelmann	"	"	The Western Hotel	" " " " " "	" " for " 3 years.	
7	Mrs. Esther Olivet	"	"	The Travellers' Hotel	" " " " " "	" " for " 4 years.	
8	Robert Walpole	"	"	The Praya East Hotel	" " " " " "	" " for " 5 months.	
9	James Wm. Osborne	"	"	The Kowloon Hotel	Elgin Road, Kowloon	" " for " 10 years.	
10	Hans Jertrum	"	"	The German Tavern	Nos. 266 & 268, Queen's Rd. Central	" " for " 6 months.	
11	Luis Manuel Lobo	"	"	The Stag Hotel	" " " " " "	" " for " 13 years.	
12	Ismael Pillay Madar	"	"	The New Victoria Hotel	" " " " " "	" " for " 14 months.	
13	John Lacob	"	"	The Bay View Hotel	" " " " " "	" " for " 2 years.	
14	Harry Haynes	"	"	The Hongkong Hotel	" " " " " "	" " for " 2 years.	
15	Alexander Moir	No.	"	The Peak Hotel	Rural Building Lot No. 77, the Peak	Has never held a licence before.	
16	Anne Melhuish	No.	"	The Criterion Hotel	Nos. 21 and 23, Pottinger Street	Has held a licence for about 1 year.	
17	Richard J. Young	Yes.	"	The Metropole Hotel	No. 2, Shaukiwan Road	" " for " 6 years.	
18	William Krater	"	"	The Rose, Shamrock & Thistle Hotel	Nos. 304 & 306, Queen's Rd. Central	" " for " 2 years.	
19	Antonio Roscoe	"	Adjunct Licence	The Connaught House	No. 13, Queen's Road Central	" " for " 2 years.	
20	Anthony Milroy	"	Adjunct Licence	The Sailors' Home	No. 187A, Praya West	" " for " 5 months.	
21	Mrs. Matilda Moore	No.	"	Pelham House	No. 29, Wyndham Street	Has never held a licence before.	
22	Mrs. Letitia Hays	No.	"	The Waverley Hotel	No. 8, Lee House Street	" " for " 1 month.	
23	George Hogarth	Yes.	Publican's Licence	Thomas' Hotel	No. 2, Queen's Road Central	" " for " 1 month.	
24	Hormaji Rattonji	Yes.	"	The Queen's Hotel	No. 39, Elgin Road, Kowloon	" " for " 1 month.	

F. A. HAZELAND,
Police Magistrate.

Magistracy, Hongkong, 2nd November, 1901.

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SPORT AND ANECDOTE.
BY AN OLD FOOTEY.

THE PROFESSIONAL FOOTBALLER.

I am firmly convinced that the professional Association football player is still very much misunderstood. It is doubtful if the public are to blame for the misconception, as the majority of those who have no knowledge of the inner life of the game must acquire their information from newspapers. And the average journalist only regards the great winter sport as a means of making money. Thus, apart from the reports of matches, the enterprising news-correspondent is constantly on the qui vive for any scrap of information he can obtain with reference to these paid players, who are in a sense public men. Thus if Smith looks upon the wine when it is red, or the ale when it is mellow, so that he does not return to his training regulations, he is suspended by his directors, and Smith's offence as a good citizen and his neglect of work is placed before the public. If a player is greatly provoked on the field, and kicks his opponent, we are told all the nauseating details of his loss of temper, and how he behaved in this reprehensible manner. Now, for instance, T. Wilkes, the Stoke goalkeeper, had not trained assiduously for the match with Nottingham Forest last Saturday, and he was suspended. In a League encounter the other day a certain full back deliberately kicked a forward named Lloyd, of the Aston Villa eleven. Unfortunately the referee did not see this first offence, but he did see Lloyd retaliate in an open and (shall I say?) honest manner by kicking his assailant in return. But I imagine these cases do not for the sake of pouring obloquy on the men. Many may jump to the conclusion that football players are free livers, that they are hasty tempered, eager for reprisals, and not much better than ruffians and prizefighters. I wish to remove these stigmas from the professionals. Nor shall I seek to do this by any far-fetched form of special pleading. The first point one must insist upon is that a professional footballer is a lump of common clay just the same as you and I, subjected to the same passions and sympathies, prone to the same follies and weaknesses, and needing all the kindly feeling that we have to spare. Other men beside football players neglect the serious duties of life for the festive cup, and on an average I should say that the professional footballer is much more sober than the majority of his detractors. Of course it is foolish, possibly criminal, for any man to neglect his responsibilities, and I should not like to be understood as condoning wickedness or vice. But I am anxious to remind those who are so ready to condemn that the professional footballer is no worse than any other average man. Again, we cannot all keep our tempers, and I sometimes very much regret that I should not feel sorely tempted to lunge out if a man were snark enough to kick me silly when the referee was not looking. Of course it would, from a moral point of view, be much more noble to refrain, restrain, and report the offender. I once knew a clergyman who was the subject of a heartless foul. He clenched his teeth, shut his fist, and walked away. A few minutes after he remarked: "I did that well, I think." So he did, and it was a splendid example of high character, but we cannot all reach these pinnacles. Football is played very largely to teach us to keep our tempers, and professionals, just as much as boxers, should never stoop to the mean and the shady, and should eschew the contemptible. But the majority of these men have been brought up in a rough and ready school without ideals. The professional is just a man, as I have said, like the rest of us; neither worse nor better. I do want readers not to condemn these paid players in wholesale fashion, and denounce the football hirings as blackguards. I can assure readers that this is most unjust.

SOME PERSONAL EXPERIENCES.

There are good and bad men in all walks of life, and although the football professional has not yet attained the standard of the cricketer, that is, take them man for man, I am convinced that they are not nearly so black as they have been painted. Indeed the professional footballer is a very different person to what he was only a few years ago. Now I see a great deal of these players, and let me tell you of a few experiences, of course suppressing names as

distinctions might be invidious. I was on one of our best equipped enclosures in the far North the other day when I noticed an old but active gentleman walk on to the turf with elastic step. "Ah," said my friend, "there's our trainer. He's just like a bit of clockwork. When you see him arrive in the morning you know it's half-past nine. And in a few minutes you will see all our players report themselves to him, and sign the book to show they are training. Our players? Well, I have no trouble with them from Monday morning until Saturday night. I should never trouble if I did not see them for a week." But, this is not a rare experience. It is quite common for the secretaries of clubs to tell me that they had such a lot of steady men. I am sure that many of them are in the habit of signing the book for the first time. I have seen scores of first-class players to-day who are never seen in a hotel save when they are travelling. I saw a man playing full back last week, and I should say without any exaggeration that by his thriftiness he has a good banking account of four figures, and a few cottages to call his own. I know of another who was a Sunday School teacher, saved all his football wages, and now has a prosperous business. He does not stand alone. Yet another I call to mind is prim and smart in appearance, well educated and Master of Arts of his University. He earned his college fees by football, and is playing to-day. There was a man in the House of Commons who had been a professional footballer, but that is another story. In the Midland counties I know a professional who can always be found in one of the best social middle-class clubs in the town, and if you were not aware of his habits you might search for him all the season in a public-house and never find him. Scores of these men are rigid totalitarians, and others are, shall I say it, the most inveterate gamblers in the country. I place the good and the bad side by side that readers may judge of the truth of the fact that professional footballers are neither worse nor better than other people. As a class they have improved, and there is more discipline now in professional football than at any previous period in the history of the game. Many of them are men with fine instincts, and no more to be classed as rogues and vagabonds than the whole of the dramatic profession who, according to ancient law I believe, still remain in that category.

FULL BACKS AS GOAL-KEEPERS.

I notice that in the League match the other day between Stoke and Nottingham Forest, Ironmonger, the International full back, scored a goal for each side and the match was drawn. This is quite a curiosity. In attempting to clear his lines Ironmonger, who is such a splendid batsman for Nottingham, headed the ball into his own goal, and then the tall Forester equalised with a lofty shot at the other end. It is a common occurrence for a full-back to head into his goal, but it is comparatively rare for him to score by a direct kick. One of the greatest backs who ever toed a ball for Queen's Park or Scotland was Walter Arnott, the picture of a man on the field. I once saw him score for the Queen's against Nottingham Forest in a semi-final tie for the English Cup played at Derby, and he kicked the ball from the half-way line. Of course, Charles Williams, the Manchester City goalkeeper, kicked a ball from goal to goal, and scored for Manchester against Sunderland at Roker Park on April 14th, 1900, but I have also a recollection of Watty Arnott gaining a goal for Edinburgh St. Bernard's against Kilmarnock. Then, too, Victor Layton, the right back of Sheffield Wednesday, made determined attempts to score for his team against Newcastle United at Owlerton on December 1st, 1900, and what is more, he succeeded the third time. Still, it is comparatively rare for backs to kick goals, and particularly for the same full-back to score for each side in the same match.

JOEY NUTTALL.

I heard the other evening that a great benefit is to be given to Nuttall, the swimmer, in the Manchester Osborne Baths. Nuttall has always conducted himself in such an exemplary manner that it is not astonishing to learn that the

Amateur Swimming Association have given permission for numerous members of their body or of affiliated clubs to appear at this gala for the benefit of a professional. Now the laws of the A.S.A. will not allow Nuttall and J. A. Jarvis, the professional and amateur champions, to swim a race. Moreover, they are such tremendous friends that they are never likely to meet in serious rivalry. Jarvis, the Leicester wonder, tells his friends that he considers Nuttall the most accomplished swimmer the world has ever seen, and he knows full well that he could not hope to beat the man who has coached and taught him so much. As they cannot race, it has been arranged that Jarvis shall enter the water at a quarter to eight and swim 1,000 yards in the fastest time that he can without pausing. An hour later Nuttall will dive into the same bath, and under the same conditions try to beat whatever figure Jarvis may have accomplished. This is a much greater feat than many may understand, for Nuttall was born on August 21, 1869, while Jarvis never won an English championship until 1897. Nuttall, who only stands 5ft. 5in., and weighs about 12 stones, is, however, a better swimmer now than over he was, and, as readers know, he has tried in vain to secure a match. Only the other evening he proved himself as fast as Fred Lane, the Australian, over 300 yards, while Jarvis is a man who is constantly improving. This benefit takes place on November 13, and I intend to see the man who twice came to the rescue of England, for he first of all defeated McCusker, the American, and it is not easy to beat Americans, and then he simply "sat upon" Ernest Cavill, the Australian. I don't think Cavill really knew the kind of amphibious machine he was tackling, and when he did I opine that he never cared to train seriously for the match. Nuttall is certainly faster now than when he swam Cavill. VEILED PROFESSIONALISM.

I was much astonished to read in the last issue of *The Athletic News* that there has never been a season where evidence of the semi-professionalism has been so manifest as in 1891. The writer declares that leading swimmers and water polo players have not hesitated to put a fixed price upon their services at galas. Now this is exactly what Bradley, Downer, Bacon, and Co. did at athletic festivals, and what some of their successors have practiced just as unblushingly up to this day. Under the guise of railway fares much money or change hands. I have often wondered how some of these swimmers cross the world, how they appear in all parts of Great Britain, and never seem to have any occupation. Indeed, being a class amateur seems to be a very paying business, and if the statement made be true, I hope the A.S.A. will stamp this pest out. I do like honesty in sport, and without it I prefer no sport. I do not object to professionalism by any means, but I dislike shams, for sport should tend to brush all delusions away or it is not real sport.

THE AMERICANS AGAIN.

The American is a younger, keener, more enterprising and more experimental nation than we are. As I said last week, they are more thorough in their games than we are. If the American learns a British sport, he means to get "right there." Mr. Bonquet's team can sometimes whip the Yankees at cricket because they don't care a hang about cricket, save at Philadelphia, as cricket is too slow for a nation full of quicksilver restlessness, and eagerness to get to the end of anything they begin. Of course, they have retained the America Cup. The Yankees won that trophy in 1851, and they have held on to it with both hands ever since. *Shamrock II* was the twenty-first yacht which has tried to carry off the vase, but Sir Thomas Lipton has been no more successful than Lord Dunraven and the rest of them right back to the late Mr. James Ashbury. Certainly *Shamrock II* made the greatest bid in history, but in all weather she was outwitted, and the unpleasant fact remains that the stoutest maritime nation in the world cannot build a yacht-racing machine as fast as the Americans can turn out. Now, when I read the *New York Herald* account of the match between Harvard and Yale, and Cambridge and Oxford, I was struck by one sentence of the chronicler. He wrote:—"To the marvellous nervous energy that was shown so well in other things Americans owed their victory." Yes it is this "nervous energy" which makes the Yankee what he is in designing deftly the

CHRISTMAS

PHOTOGRAPHIC VIEWS of HONGKONG, CANTON, MACAO and PEKING Mounted as CHRISTMAS and NEW YEAR CARDS, with CHINESE GREETINGS Stamped in real Gold in Chinese Characters with English Translations.

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Success Crowns your Undertakings
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[1235]

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1. From Green Island to the Harbour Master's
2. From Harbour Master's to Blake Pier.
3. From Blake Pier to Naval Yard.
4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON VIA MARSEILLES.	SOCOTRA	Brit. str.	2 m.	G. W. Babet, R.N.R.	P. & O. S. N. Co.	On 16th inst. at Noon.
LONDON, &c., via Ports of Call.	PARRAMATTA	Brit. str.	2 m.	R. T. Cook, R.N.R.	P. & O. S. N. Co.	On 23rd inst. at Noon.
LONDON	MACHAON	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 10th December.
LONDON	ACHILLES	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 24th December.
LONDON	DEUCALION	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 7th January.
LONDON	PELEUS	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 21st January.
LIVERPOOL DIRECT.	DARDANUS	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 18th inst.
LIVERPOOL DIRECT.	LION	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 15th December.
LIVERPOOL DIRECT.	PATROCLOS	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 15th January.
MARSEILLES & LONDON, &c., via Singapore, &c.	KAMAKURA MARU	Jap. str.	2 m.	H. Peterson	NIPPON YUSEN KAISHA	On 16th inst. at Daylight.
ANNAM	ANNAM	Ann. str.	2 m.	Seller	MESSAGERIES MARITIMES	On 28th December.
BAVERN	BAVERN	Ger. str.	2 m.	H. Becker	SHAW, TOMES & CO.	On 18th inst. at Noon.
SEGOVIA	SEGOVIA	Ger. str.	2 m.	Koch	HAMBURG-AMERIKA LINIE	On 16th inst.
MAHURG	MAHURG	Ger. str.	2 m.	Zacharin	HAMBURG-AMERIKA LINIE	On 30th inst.
SUEVIA	SUEVIA	Ger. str.	2 m.	Borch	HAMBURG-AMERIKA LINIE	On 14th December.
SERBIA	SERBIA	Ger. str.	2 m.	Brehmer	HAMBURG-AMERIKA LINIE	On 28th December.
NUENBERG	NUENBERG	Ger. str.	2 m.	Ammon	HAMBURG-AMERIKA LINIE	On 6th January.
STRASSBURG	STRASSBURG	Ger. str.	2 m.	Madsen	HAMBURG-AMERIKA LINIE	On 13th January.
SAMBIA	SAMBIA	Ger. str.	2 m.	Schmidt	HAMBURG-AMERIKA LINIE	On 13th January.
MARQUIS BACQUEHEM.	MARQUIS BACQUEHEM.	Aus. str.	2 m.	Blaffer	SANDER, WILKES & CO.	On 16th inst. at Noon.
RICHMOND CASTLE	RICHMOND CASTLE	Brit. str.	2 m.		DODWELL & CO., LIMITED	On or about 20th inst.
ASAMA	ASAMA	Brit. str.	1 m.		SHAW, TOMES & CO.	On or about 15th Dec.
EMPERESS OF INDIA	EMPERESS OF INDIA	Brit. str.	2 m.	O. P. Marshall, R.N.R.	CANADIAN PACIFIC R. CO.	On 20th inst. at Noon.
ATHENIAN	ATHENIAN	Brit. str.	2 m.	M. Mowat, R.N.R.	CANADIAN PACIFIC R. CO.	On 4th December.
TOKA MARU	TOKA MARU	Jap. str.	2 m.	S. J. G. Parsons	DODWELL & CO., LIMITED	On 16th inst.
KNIGHT COMPANION	KNIGHT COMPANION	Brit. str.	2 m.		NIPPON YUSEN KAISHA	On 18th inst. at 4 P.M.
THYEA	THYEA	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On or about 14th inst.
GUTHRIE	GUTHRIE	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 21st December.
KASUGA MARU	KASUGA MARU	Jap. str.	2 m.	H. Fraser	GIBB, LIVINGSTON & CO.	On 22nd inst. at Noon.
TSINAN	TSINAN	Brit. str.	2 m.		NIPPON YUSEN KAISHA	On 22nd inst. at 4 P.M.
KANAGAWA MARU	KANAGAWA MARU	Jap. str.	2 m.	J. Mackenzie	BUTTERFIELD & SWIRE	On 20th inst. at Daylight.
ROSETTA MARU	ROSETTA MARU	Jap. str.	2 m.	N. Tate	NIPPON YUSEN KAISHA	On 22nd inst. at Noon.
NANCHANG	NANCHANG	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 16th inst.
TAIPEI	TAIPEI	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On or about 17th inst.
VILLE DE LA CROIX	VILLE DE LA CROIX	Frenc. str.	2 m.	Fischer	MESSAGERIES MARITIMES	On 20th inst.
WOOSUNG	WOOSUNG	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On or about 23rd inst.
CHUSAN	CHUSAN	Brit. str.	2 m.	C. L. Daniel	P. & O. S. N. Co.	On or about 7th Dec.
JAVA	JAVA	Brit. str.	2 m.	G. W. Gordon, R.N.R.	P. & O. S. N. Co.	Quick despatch.
STUTTGART	STUTTGART	Ger. str.	2 m.	P. Grosch	MELCHERS & CO.	On 27th inst. at Daylight.
ANPING MARU	ANPING MARU	Jap. str.	1 m.	S. Atsumi	MIYOSI BUREAU KAISHA	On 27th inst.
MAIZURU MARU	MAIZURU MARU	Jap. str.	1 m.	T. Saito	MIYOSI BUREAU KAISHA	On 17th inst.
DAIGO MARU	DAIGO MARU	Jap. str.	1 m.	T. Kitano	MIYOSI BUREAU KAISHA	On 17th inst.
HAIRONG	HAIRONG	Brit. str.	2 m.	Balhurst	DOVER & LONDON & CO.	On 19th inst. at Noon.
DIAMANTE	DIAMANTE	Brit. str.	2 m.	J. Eatenbury	SHAW, TOMES & CO.	On 19th inst. at 4 P.M.
YANAGI MARU	YANAGI MARU	Jap. str.	2 m.	Rolle	JARDINE, MATHESON & CO.	On 22nd inst. at 4 P.M.
KANSA MARU	KANSA MARU	Jap. str.	2 m.	H. Fraser	NIPPON YUSEN KAISHA	On 27th inst.
SUNOKI MARU	SUNOKI MARU	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 30th inst.
TSINAN	TSINAN	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On or about 14th inst.
SINGAPORE & BOMBAY	MARAGON	Brit. str.	2 m.	G. W. Cookman, R.N.R.	P. & O. S. N. Co.	

SHIPPING.

ARRIVALS.

Nov. 12, AILSA CRAIG, British str., 2,168, E. Robertson, Moji 6th Nov., Coal.—MITSUI BUSSAN KAISHA.

Nov. 13, OLABA, German str., 675, Uldrup, Haiphong and Hoihow 12th Nov., General.—JESSEN & CO.

Nov. 13, CLAYBURN, British str., 2,133, W. Harding, Haiphong and Amoy 11th Nov., Tea and General.—CARLOWITZ & CO.

Nov. 13, DAIGI MARU, Jap. str., 846, Kitano, Swatow 12th November, General.—MITSUI BUSSAN KAISHA.

Nov. 13, HANOI, French steamer, 788, Merloes, Haiphong and Hoihow 11th Nov., General.—A. R. MARTY.

Nov. 13, HIKOSAN MARU, Japanese str., 2,302, Halstrom, Kutchichu 8th Nov., Coal.—MITSUI BUSSAN KAISHA.

Nov. 13, KAMAKURA MARU, Jap. str., 6,123, H. Peterson, Shimotsuki 7th Nov., General.—NIPPON YUSEN KAISHA.

Nov. 13, MARAGON, British str., 3,279, G. W. Cookman, Shanghai 9th Nov., General.—P. & O. S. N. Co.

Nov. 13, MEXICAN PRINCE, British str., 1,954, W. Pearce, Yokohama 5th Nov., Coal and Boxwood.—MEXES & CO.

Nov. 13, NARAHAN, British str., 1,299, H. N. Holton, Kohichang and Bangkok 4th Nov., Tea and General.—JESSEN & CO.

Nov. 13, SHUTAN VAN LANGKAT, Dutch str., 1,574, Harst, Langkat 29th Oct. and Pulo Sambo 3rd Nov., Petroleum.—MEXES & CO.

Nov. 13, WILHELMINA, Dutch str., 2,761, de Vries, Manila 7th Nov., Ballast.—MASTER.

Nov. 13, YUKAGAWA, British str., 887, McClure, Canton 18th Nov., General.—JARDINE, MATHESON & CO.

Nov. 13, YUO MARU, Japanese str., 1,069 K. Nagasawa, Oboro 13th Nov., Beans and General.—OMINSE.

CLEARANCES.
13th November.
Bisagno, Italian str., for Singapore.
Carnaria, Austrian str., for Singapore.
Clerdale, British str., for Singapore.
Eastern, British str., for Shanghai.
Hatching, British str., for Swatow.
Hue, French str., for Kwong-chow-wan.
Kumano Maru, Japanese str., for Kobe.
Mara Kubi, German str., for Moji.
Progress, German str., for Tourn.

DEPARTURES.
13th November.
ADANA, British str., for Shanghai.
APENRADE, German str., for Hoihow.
BISKON, Italian str., for Singapore.
CARINTHIA, Austrian str., for Shanghai.
EASTERN, British str., for Shanghai.
HAICHING, British str., for Swatow.
KIATSCHOU, German str., for Europe.
KWANGLING, British str., for Shanghai.
KWANGLING, German str., for Chiao.
MAIZURU MARU, Japanese str., for Swatow.
Nesoro, British str., for Singapore.
Oso, British str., for Shanghai.
PRIMA, Norwegian str., for Bangkok.
SABINE RICKMERS, British str., for Canton.
SULLBERG, German str., for Haiphong.
WOOSUNG, British str., for Canton.

VESSELS IN DOCK.

13th November.
ABERDEEN DOCKS.—Perla.
KOWLOON DOCK.—Canton River, Eleono, H.M.S. Ocean, H. J. Brecht, Kwangling, Tacoma, Hans Maxwell, Haiphong, Nanchang, Oso, Chiyoda, U.S.S. Princeton, H.M.S. Whitby, Kongnan, Clavering, Formosa.
COSMOPOLITAN DOCK.—Osberg.

SHIPPING REPORTS.
The British steamer *Nanchang*, from Kohichang and Bangkok 4th Nov., had strong N.E. and E.N.E. winds with rough sea and cloudy sky; heavy rain during passage.
The British steamer *Clerdale*, from Shanghai and Amoy 11th Nov., had strong breeze to moderate gale from E.N.E., very high sea running, misty, at times with rain; heavy overcast sky; stormy weather.
The British steamer *Mexican Prince*, from Yokohama 5th Nov., had fine weather and variable winds until N.E. monsoon increased to moderate gale on arrival into Terno Straits; accompanied with heavy rain.

VESSELS IN DOCK.

13th November.
ABERDEEN DOCKS.—Perla.
KOWLOON DOCK.—Canton River, Eleono, H.M.S. Ocean, H. J. Brecht, Kwangling, Tacoma, Hans Maxwell, Haiphong, Nanchang, Oso, Chiyoda, U.S.S. Princeton, H.M.S. Whitby, Kongnan, Clavering, Formosa.
COSMOPOLITAN DOCK.—Osberg.

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COSMOPOLITAN DOCK.—Osberg.

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COSMOPOLITAN DOCK.—Osberg.

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRISTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and HAITIC PORTS, NORTH and SOUTH AMERICAN PORTS.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SEGOVIA	HAYRE, BREMEN & HAMBURG	On 16th Nov. Freight.
Capt. Forck.	(Calling at Singapore and Penang)	
MARBURG	HAYRE & HAMBURG	On 30th Nov. Freight.
Capt. Zacharias.	(Calling at Singapore and Colombo)	
SUEVIA	HAYRE & HAMBURG	On 14th Dec. Freight.
Capt. Borch.	(Calling at Singapore and Penang)	
SERBIA	HAYRE & HAMBURG	On 28th Dec. Freight.
Capt. Brehmer.	(Calling at Singapore and Penang)	
NUENBERG	HAYRE & HAMBURG	On 6th Jan. Freight.
Capt. Ammon.	(Calling at Singapore and Penang)	
STRASSBURG	HAYRE & HAMBURG	On 13th Jan. Freight.
Capt. Madsen.	(Calling at Singapore and Colombo)	
SAMBIA	HAYRE & HAMBURG	On 20th Jan. Freight.
Capt. Schmidt.	(Calling at Singapore and Penang)	

For Further Particulars, apply to
HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
QUEEN'S BUILDINGS, No. 1. [1051]

CANADIAN PACIFIC RAILWAY CO.'S
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.
CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY.
"Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

SPED.
SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG.	(SUBJECT TO ALTERATION.)
"EMPERESS OF INDIA" Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 20th Nov., 1901	
"ATHENIAN" 3,882 Tons, Capt. H. Mowat, R.N.R. WEDNESDAY, 4th Dec., 1901	
"EMPERESS OF JAPAN" Comdr. H. Pybus, R.N.R. WEDNESDAY, 18th Dec., 1901	
"EMPERESS OF CHINA" Comdr. R. Archibald, R.N.R. WEDNESDAY, 15th Jan., 1902	

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VAN COUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PACIFIC COAST STEAMSHIP LINE, and the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent to FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal ports and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 3, 6, 9, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIP, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CABS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and cuisine are unequalled.

SPECIAL EXTRA SERVICE.
The Company's Steamships "TARTAR" and "ATHENIAN" have now been placed on the Line between CHINA and JAPAN PORTS and VANCOUVER, as additional sailings, taking Cargo and Passengers for all points in CANADA and the UNITED STATES.

In addition to the excellent First-Class Passenger accommodation, the "ATHENIAN" takes 2nd Cabin Passengers with accommodation unequalled on the Pacific, also Steerage. The "TARTAR" takes First-Class and Steerage Passengers only. The run is usually made between YOKOHAMA and VANCOUVER in 14 days.

For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 1st October, 1901. [10]

NORTHERN PACIFIC
STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.
FOR VICTORIA, B.C. AND TACOMA.
IN CONNECTION WITH THE
NORTHERN PACIFIC RAILWAY COMPANY.

Steamer.	Tons.	Captain.	Proposed Sailing.
CLAYBURN.	3,328	J. Barker	November 16th
BRANHAM.	3,601	W. W. West	November 26th
WYFIELD.	3,236	G. Carter	December 10th

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG to LONDON, 23d.
Excellent accommodation. First-class Tables, Doctor and Stewardess carried. Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

HONGKONG to NEW YORK, 24d.
The Railroad travelling in accordance with the American Continent, two trans-continental trains daily from Tacoma; Dining Car is attached to the trans-continental train; day and night; Tacoma to New York in 4 days. Magnificent Scenery of the Rocky and Cascade Mountains. The Yellowstone National Park route.

HONGKONG to VICTORIA and TACOMA, 25d.
The best route to the Klondike Gold Fields. Frequent sailings from VICTORIA and Tacoma to DYE and St. MICHAEL.

Rates of Passage to other points on application.
A Special Rate allowed to members of Government Service.
For further information as to Passage or Freight, apply to

DODWELL & CO., LIMITED, General Agents.
Hongkong, 2nd October, 1901.

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS.
SINGAPORE and BOMBAY	MARAGON	About 14th November	Freight only.
LONDON VIA MARSEILLES	SOCOTRA	Noon, 18th November	Freight only.
LONDON, &c.	PARRAMATTA	Noon, 23rd November	See Special Advertisement.
SHANGHAI	CHUSAN	About 23rd November	Freight & Passage.
SHANGHAI	C. L. Daniel	About 7th December	Freight & Passage.

For Further Particulars, apply to
PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY, Ltd.,
5, MARK LANE, LONDON, E.C. 3.

Hongkong, 11th November, 1901.

IMPERIAL GERMAN MAIL
LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.
STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND HAITIC PORTS.

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LOGGERS. N.B.—Cargo can be taken on THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.	STEAMERS.	SAILING DATES.
BAYERN	...	WEDNESDAY 27th November
STUTTGART	...	WEDNESDAY 11th December
KONIG ALBERT	...	WEDNESDAY 25th December
PRINZESS IRENE	...	WEDNESDAY 1st Jan. 1902
PRINZ HEINRICH	...	WEDNESDAY 15th Jan. 1902
PREUSSEN	...	WEDNESDAY 29th Jan. 1902
HAMBURG (Hamburg-Amerika Linie)	...	WEDNESDAY 12th Feb. 1902
SAOHSEN	...	WEDNESDAY 26th Feb. 1902
KIATSCHOU (Hamburg-Amerika Linie)	...	WEDNESDAY 12th Mar. 1902
BAYERN	...	WEDNESDAY 26th Mar. 1902
STUTTGART	...	WEDNESDAY 9th Apr. 1902
KONIG ALBERT	...	WEDNESDAY 23rd Apr. 1902
PRINZESS IRENE	...	WEDNESDAY 7th May 1902
PRINZ HEINRICH	...	WEDNESDAY 21st May 1902
PREUSSEN	...	WEDNESDAY 4th June 1902
HAMBURG (Hamburg-Amerika Linie)	...	WEDNESDAY 18th June 1902

ON WEDNESDAY, the 27th day of November, 1901, at Noon, the Steamship "BAYERN" of the NORDDEUTSCHER LLOYD, Captain H. Becker, will leave this Port for SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN and HAMBURG. Shipping Orders will be granted till Noon on Monday, the 26th November; Cargo and Special will be received on Board until 5 P.M. on Thursday, the 29th November; and Parcels will be received at the Agency's Office until Noon on Friday, the 30th November. Contents of Packages are required. No Parcel Receipts will be prepared for less than 250 lbs. and Parcels should not exceed Two Feet Cubic in Measurement. The Steamer has splendid accommodation, and carries a Doctor and Stewardess. Linen can be washed on board.

For further Particulars, apply to
NORDDEUTSCHER LLOYD,
METCHERS & CO., AGENTS,
HONGKONG, 14th November, 1901.

NIPPON YUSEN KAISHA
(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
KAMAKURA MARU	MARSEILLES, LONDON, and ANTWERP	19th November
H. Peterson	PENANG, COLOMBO, and PORT SAID	15th November
TOKA MARU	VICTORIA, B.C., and SEATTLE	Monday, 18th November
S. J. G. Parsons	U.S.A. via SHANGHAI, MOJI, KOBE & YOKOHAMA	at 4 P.M.
KANAGAWA MARU	NAGASAKI, KOBE and YOKO.	Wednesday, 20th November
J. Mackenzie	HAMA	at Daylight
ROSETTA MARU	HAMA	at Noon
KASUGA MARU	SYDNEY and MELBOURNE	Friday, 22nd November
H. Fraser	MANILA, THURSDAY, 23rd Nov. 4 P.M.	
	TOWNSVILLE and BRISBANE	at 4 P.M.

Through Passenger Tickets and Bills of Lading issued for principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, First Floor, Cluster Road.

A. S. MIHARA, Manager.
Hongkong, 23rd October, 1901.

